this city almost 25 percent of the total population of the Buryat-Mongol ASSR have been brought together. Ulan-Ude has the largest locomotive and railroad car factory in eastern Siberia; this factory supplies the whole Far East. Supported by the Buryat's important breeding of livestock, the largest meat factory in Siberia, which produces canned meats, frozen meats, and other preserved meat goods has come into existence. The meat plant is in a position to process 400 cattle, 1,000 sheep, and 250 pigs a day. In 1940, 25 million cans of meat were sent out. Two large glass factories make Ulan-Ude also the supply center for crockery and glass goods for the entire Soviet Far East. Lying on a river and a railroad, Ulan-Ude is favorably located in terms of transportation. At the same time Ulan-Ude is also the center of the Selenga water transportation, for which river steamers and barks are built in the city's own dockyard. Steamers not only carry traffic downstream but also carry it up the tributaries, for example on the Chikoy, which runs through agricultural regions. Of no less great importance is the floating of lumber, since the tributaries of the Selenga come from areas rich in forests. Here again the lumber streams into Ulan-Ude, where it is processed in large sawmills. Iliynsk, which lies on the Selenga 57 kilometers below the capital, is also an important wood-processing center.

Ulan-Ude lies at the point where the Selenga Valley unites with the valley of the Uda. As a contiguous graben depression, the two form a morphological-tectonic unit, and in their natural state, they were once a steppe. /215/ /Sketch Map of the Buryat-Mongol ASSR:/ /216/ These two valleys today are the most heavily populated and economically the most important regions in the Buryat-Mongol ASSR.

Above Ulan-Ude the valley of the Selenga soon expands into a hilly to gently rolling, pure steppe landscape, which continues over the border into Mongolia. It is traversed by the old caravan road, which connects Ulan-Ude with the capital of the Mongolian People's Republic, Ulan-Bator, the former Urga. At the border crossing Kyakhta (approximately 10,000 inhabitants) lies opposite the Mongolian Atlan Bulak (Chinese: Maimachen). This overland route, expanded into an automobile highway in the period of the Soviet Union, has since 1938 been supplemented by a railroad line, which branches from the main line at Ulan-Ude but does not follow the old road. Rather it goes around Gusinoye Lake in a western arc and reaches the border at Naushki, approximately 20 kilometers west of Kyakhta. A lengthening of this railroad to Urga was carried out in 1949. A land route usable throughout the year by trucks branches off from Novo Selenginsk toward the west into the river area of the upper Dzhida.